

EXCELLENT  
OBSERVATIONS  
AND  
NOTES,

Concerning the Royall  
Navy and Sea-Service.

WRITTEN

By Sir *Walter Rawleigh*  
and by him Dedicated  
to the most Noble and Ill-  
lustrious Prince HENRY  
Prince of WALES.

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Excellent Observa-  
tions and Notes, concer-  
ning the Royall Na-  
vy and Sea-service.

**H**Aving former-  
ly (most ex-  
cellent Prince)  
discourfed of a  
Maritimall voy-  
age, and the pas-  
fages and incidents therein, I  
thinke it not impertinent nor  
differing from my purpose, to  
second the fame with some ne-  
cessary relations concerning the  
Royall Navy, with the Servi-  
ces and Offices thereto belong-  
ing. For, as the perfection and  
excellency

excellency of our Shipping is great and remarkeable, so the imperfections and defects of the same by use and experience of late years, have been found to be divers and inconvenient, as it falls out many times in the circumstances of Land-service by the change of Armes, diversities of Fortifications, and alteration of Discipline. And therefore for the due reformation, many things are necessarily and particularly to be spoken and considered of in their Order. In regard whereof, I will first begin with the Officers, and therein crave pardon (if in speaking plainly and truly in a matter of so great importance) I doe set aside all private respects and partiality. For in that which concerns the service and benefit of my  
Prince



Prince and Country, I will say with *Cicero*, *Nil mihi melius, nil mihi Charius*. And therefore not justly to be taxed with any presumption for meddling with matters wherein I have no dealings nor charge. For that in the affaires of this nature, every good Subject is deeply interested, and bound in Conscience and duty both to say and doe his best.

*Of the Officers of the Navy.*

First therefore, it were to be wished, that the Chiefe Officers under the Lord Admirall (as Vice-Admirall, Treasurer, Controller, Surveyor; and the rest) should be men of the best experience in Sea-service, as well as of judgement and practise in the utinells and necessities belonging to shipping, even

Officers  
under the  
Lo: Admirall to bee  
men of  
the best  
experience in  
Sea-ser-  
vice.

even from the *Batts end* to the very *Kilson* of a Ship. And that no kind of people should be preferred to any of these offices, but such as have been thoroughly practised, and be very judicall in either kind of the above named services; but we see it oftentimes to fall out otherwise. For sometimes by the speciall favour of Princes, and many times by the mediation of great men for the preferment of their servants, and now and then by vertue of the purse, and such like means, some people very raw and ignorant, are very unworthily and unfitly nominated to those places, when men of desert and ability are held back and unprefer'd, to the great hinderance of his Majesties service, to the prejudice of the Navy, and to the no little discour-

discouragement of ancient and noble able servitors, when favour or partiality shall eat out knowledge and sufficiency, in matters so neerly concerning the service and safety of the Kingdome, wherein all private respects should be laid apart, and vertue truly regarded for it selfe.

*Of the building of Ships.*

**S**Econdly, it were no lesse behooovefull for his Majesties service, and for the strength of the Navy, that no Ships should be builded by the great, as divers of them have been; For by daily experience they are found be the most weake, imperfect, and unserviceable Ships of all the rest. And it is not otherwise to be presumed, But  
as

No Ships  
to be build-  
ed by the  
great.

as the Officers would bee thought to be very frugall for his Majesty in driving a bargain by the great at a neerer rate with the Shipwright, So likewise the Shipwright on his part will be as carefull to gaine by his labour, or at least to save himselfe harmlesse, and therefore suite his worke slightly according to a slight price. Out of the which present sparing and untimely thrift, there grows many future inconveniences and continuall Charge in repaying and reedifying such imperfect slight built Vessells. The prooffe and experience whereof hath been often found in new Shippes built at those rates, but so weakly, as that in their voyages, they have been ready to founde in the Seas with every Extraordinary storme

storme, and at their returne  
been enforced to be new built.  
But seeing the Officers of the  
Admiralty doe hold (by the  
grace of his Majestie) places of  
so good Credit and benefit, it is  
their parts therefore (being well  
waged and rewarded for the  
same) exactly to look into the  
sound building of Ships, and  
to imploy their care and travell  
as well in the oversight thereof,  
as to provide that all things else  
belonging to the Navy be good  
and well conditioned: For the  
strong and true building of a  
Ship is not to be left barely to  
the fidelity of a Marchanticall  
Artificer (the chiefe end of  
whose worke in his owne Ac-  
compt is his profit and gaine)  
but some Superior Officer  
ought to have a further regard  
in that businesse, if he be such a

Officers  
of the Ad-  
miraltie  
exactly to  
look into  
the sound  
building  
of Ships;  
&c.

B

one

one as hath more judgement in the building and conditioning of a Ship, then devotion to his owne ease and profit.

Moreover if any decayed Ship be intended to be new made, it is more fit and profitable to make her a size lesse then she was, then bigger; For then her beams which were laid over-thwart from side to side, will serve againe, and most of her Tymbers and other parts will say well to the building of a new ship. But if she should be made a size bigger, the Tymber of the old will be unprofitable for that purpose; we find by experience, that the greatest ships are least serviceable, goe very deep to water and of marvellous Charge and fearefull Cumber, our Channells decaying every year. Besides, they

The  
greatest  
Ships  
least serviceable.

are

are lesse nimble, lesse maine-  
able, and very seldome employ-  
ed. *Grande Navio grande fati-* The Spaniards phrase.  
*ca*, saith the Spaniard, a ship of  
600 Tuns will carry as good  
Ordnance, as a ship of 1200.  
Tuns, and though the greater  
have double her number, the  
lesser will turne her broad sides  
twice, before the greater can  
wend once, and so no advan-  
tage in that overplus of Ord-  
nance. And in the building of  
all ships, these six things are  
principally required.

1. First, that she be strong  
built.

2. Secondly, that shee bee  
swift.

3. Thirdly, that she be stout  
sided.

4. Fourthly, that she carry  
out her Guns all weather.

5. Fifthly, that she hull and

try well, which we call a good Sea-ship.

6. Sixthly, that shee stay well, when bourding and turning on a wind is required.

1. To make her strong consisteth in the truth of the Workeman, and the care of the Officers.

2. To make her sayle well is to give a long run forward, and so afterward done by Art and just proportion. For as in laying out of her bows before and quarters behind, she neither sinck into, nor hang in the water, but lye cleare off and above it, And that the Shipwrights be not deceived herein (as for the most part they have ever been) they must be sure, that the Ship sinck no deeper into the water, then they promise, for otherwise the bow and quarter will

A caution  
for Ship-  
wrights.



will utterly spoile her sayling.

3. That she bee stout, the same is provided and performed by a long bearing Floore, and by sharring off above water even from the lower edge of the Ports.

4. To carry out her Ordnance all weather, This long bearing Floore, and sharring off from above the Ports is a chiefe Cause, Provided alwayes, that your lowest Tyre of Ordnance must lye foure foot cleare above water when all loading is in, or else those your best pieces will be of small use at the Sea in any growne weather that makes the Billoe to rise, for then you shall be enforced to take in all your lower Ports, or else hazard the Ship. As befell to the *Mary Rose* (a goodly

*Mary Rose*  
in H. 8.  
time.

B 3 vesselly

veffell) which in the days of King *Hen. 8.* being before the Isle of *Wight* with the rest of the Royall Navy, to encounter the French Fleet, with a suddain puff of wind stooped her side, and tooke in water at her Ports in such abundance, as that she instantly sunck downeright and many gallant men in her. The Captaine of her was Sir *George Carew* Knight, who also perished among the rest.

5. To make her a good Sea-ship, that is to hull and trye well, there are two things specially to be observed, the one that she have a good draught of water, the other that she be not overcharged, which commonly the Kings Ships are, and therefore in them we are forced to lye at trye with our maine Course and Miffen, which

which with a deep keel and standing streaque she will performe.

6. The hinderance to stay well is the extreame length of a Ship, especially if she be floaty and want sharpnesse of way forwards, and it is most true, that those over long Ships are fitter for our Seas, then for the Ocean, but one hundred Foot long and five and thirty Foot broad, is a good proportion for a great ship.

It is a speciall Observation, that all ships sharpe before, that want a long Floore, will fall roughly into the Sea and take in water over head and Ears.

Speciall  
observa-  
tion.

So will all narrow quartered ships sinck after the Tayle. The high charging of ships is it that brings them all ill qualities, makes them extreame Leeward

The high  
charging  
of Ships a  
principall  
cause that  
brings  
them all  
ill qual-  
ities.

B 4

makes

makes them sinck deep into the water, makes them labour and makes them overfet.

Ease of  
many  
Cabbins  
and safety  
at once in  
Sea-ser-  
vice not  
to be ex-  
pected.

Men may not expect the ease of many Cabbins and safety at once in Sea-service. Two Decks and a half is sufficient to yield shelter and lodging for men and Marriners and no more charging at all higher, but only one low Cabbin for the Master. But our Marriners will say, that a Ship will beare more charging aloft for Cabbins, and that is true, if none but ordinary Marryners were to serve in them, who are able to endure, and are used to the tumbling and rowling of ships from side to side when the Sea is never so little growne. But men of better sort and better breeding would be glad to find more steadinesse and lesse torturing

tering Cadge worke. And albe-  
it the Marriners doe covet store  
of Cabbins, yet indeed they are  
but fluttish Dens that breed  
sicknesse in peace, serving to  
cover stealths, and in Fight are  
dangerous to reare men with  
their splinters.

*Of harbouring and placing  
the Navy.*

**T**Here are also many and  
great reasons why all his  
Majesties Navy should not in  
such sort be pen'd up as they are  
in *Rocheſter-water*, but only in  
reſpect of the eaſe and commo-  
dity of the Officers, which is en-  
countred with ſundry Incon-  
veniences for the Sea-ſervice,  
the difficulty being very great  
to bring them in or out at times  
of need through ſo many Flats  
and

His Ma-  
jeſties  
Navy (in  
ſuch ſort  
as they  
are) not  
to bee  
pend up  
in *Roche-  
ſter-water*,  
&c.

*Wight,  
Portsmouth,  
Garnsey  
and Jersey,  
Devonshire  
Cornwall,  
Wales, or  
Ireland.*

and sands, if wind and weather be not very favourable. Besides, they must have sundry winds to bring them to the Lands end, and to put them to the Seas, which oftentimes failes, and causeth delay when hast is most needfull. For if any service be to be done upon the South parts of *England*, as the *Wight*, *Portsmouth*, the Islands of *Garnsey* and *Jersey*, or Westward towards *Devonshire* or *Cornwall*, or towards *Wales* or *Ireland*, It is so long ere his Majesties shipping can be brought about to recover any of these places, as that much mischief may be done the while. For the same winds that bring in the Enemy, binds in our shipping in such sort, as that oftentimes in a months space they are not able to recover the neereft of any

any of these above named Coasts. But how perillous a course it is, is easily discerned, and as easily remedyed, seeing there are besides so many safe and good harbours to disperse and bestow some of the Navy in, where they may ever lye fit for all services, As *Portsmouth*, *Dartmouth*, *Plymouth*, *Falmouth*, *Milford* and divers others, All of them being harbours very capable and convenient for shipping. But perhaps it will be alleadged, that they cannot ride in any of these so safe from enemies as in *Rocheſter-water*, because it reacheth far within the Land, and is under the protection of some Blockhouses. To which I answer this, That with very easie care and provision, they may in most of these places ride sufficiently secure from any

Halfe a  
dozen or  
eight of  
midling  
Ships and  
some Pyn-  
naces to  
lye in the  
West, &c.

*Ash-water*  
by *Ply-*  
*mouth.*

any forraine pra&ises. And I  
doe not meane that all the  
whole Navy should be subdivi-  
ded into all these Ports, but  
that some halfe dozen or eight  
of the midling ships, and some  
Pynnaces should lye in the  
West, and yet not in any Port  
so neere the Sea, as that in a  
darke night they may be endan-  
gered by enemies with fire or  
otherwise, but in some such  
places as *Ashwater* is by *Ply-*  
*mouth*, where an Enemy must  
run up a fresh River, a dozen  
miles after he hath passed the  
Forts of the Island, and the A-  
larum given, before he can come  
where they lye at Anchor. In  
which River the greatest  
Charack of Portugall may ride  
a Float ten miles within the  
Forts. But if regard be only had  
of their safe keeping, and not  
also



also of their readinesse and fitnessse for service, then let them never be sent abroad to be hazarded against the Enemies forces; for therein they shall be more subject to casualitie and danger, then by lying in any of these harbours above specified. But certaine it is, that these Ships are purposely to serve his Majesty, and to defend the Kingdom from danger, and not to be so penn'd up from Casualtie, as that they should be the lesse able or serviceable in times of need. And therefore that objection favours not of good reason, but rather of selfe respect in the Officers, who are all for the most part well seated neer about *Rocheſter*. But the service of his Majesty, and the safety of the Realme ( in my poore opinion ) ought to pre-vaile.

vaile beyond all other respects whatsoever: and to him that casts those needlesse doubts, it may well be said, *pereat qui timet umbras.*

*Of the needfull expence in manning the Navy and other inconveniences by placing all the Fleet in Rochester-water.*

Nota.

**I**F the service of the Shipping lying for any of these places above named, or for *Spaine*, or for the Islands, they are enforced of very necessity to presse the best and greatest part of their men out of the West Countries, which is no small charge in bringing them so far as between that and *Rochester*, and then when they are imbarqued

imbarqued at *Rocheſter*, their charge is againe redoubled in their pay and expence of victualls, before the Ships can recover ſo farre as *Plymouth*, which many times is long a doing, for they doe ever uſually touch at *Plymouth* in all Southerne voyages, for the furniſhing many Sea-neceſſaries, which that Country doth afford. And therefore for ſo many Ships as ſhould be there reſident, the Charges of Conduct Money for Marryners, of wages and of victualls, would be well ſaved for all that time, which is ſpent betwixt *Rocheſter* and *Plymouth*. Charges of Conduct money for Marryners well ſaved, &c. Beſides, it were to be preſumed, that Enemies would not be ſo troubleſome to the Weſterne Coaſts, nor that Country it ſelf would be ſo often diſmayed with Alarums as they have of

A Maga-  
zin of all  
manner  
of neces-  
sary pro-  
visions,  
&c.

of late years been, if some of his Majesties good Ships were resident in those parts. If therefore in his Majesties wisdom it should appear fit, to bestow some of his Shipping in any of these Harbours aforementioned, it shall be very needfull likewise that there be a Magazin of all manner of necessary provisions and Munitions in the same places, according to the proportion of the Shipping that there shall be resident, whereby such defects as by accident may fall out, shall upon any occasion be readily supplied without delays or hindrance of service: And that withall in the same places, some Officers belonging to the Admiralty be there alwayes attendant, otherwise it would be found very inconvenient to be enforced ever to attend

attend such helps and supplies as must come so far off as *London*, when it may more easily and with lesse charge be effected in places where they ride.

*Of great Ordnance.*

**I**T was also very behoovefull, that his Majesties Ships were not so overpestred and clogged with great Ordnance as they are, whereof there is such superfluity, as that much of it serves to no better use, but only to labour and overcharge the Ships sides in any growne Seas and foule weather. Besides many of the ships that are allowed but twenty Gunners, have forty piece of brasse pieces, whereas every piece at least requires foure Gunners to attend

His Majesties ships not to be overcharged and pestered with great Ordnance as they are.

Royall  
Batterie  
for a  
Prince.

tend it, And so that proportion of Ordnance to so few Gunners, very preposterous: For when a Ship feels or roules in foule weather, the breaking loose of Ordnance is a thing very dangerous, which the Gunners can hardly prevent or well looke into, they being so few, the Gunnes so many; withall we doe see, that twenty or thirty good brasse pieces, as Cannon, Demicannon, Culverin, and Demiculverin, is a Royall Batterie for a Prince to bring before any Towne or strong Fortresse. And why should not we aswell thinke the same to be a very large proportion for one Ship to batter another withall? which if it be, then may his Majesty ratably save a great part of the Ordnance throughout every Ship, and make the Navy  
the

the more sufficient and serviceable, and thereby also save a great deale of needlesse expence in superfluous powder and shot, that is now prerended to be deliveted out according to this huge and excessive proportion of Artillery, whereof if many had not been stricken downe into *Holt* in many voyages and (especially in this last journey to the Islands) divers of the Ships, weight, Heaft, and Charge thereof, would have foundered in the Sea: wherein I report me to such as have served in them, and saw the prooffe thereof. For this journey to the Islands, did most of all others, discover unto us these experiences and tryalls in the Royall Navy, for that it was the longest Navigation that ever was made out of our Realme, with so

Needlesse  
expence  
of super-  
fluous  
powder  
and shot;  
&c.

The jour-  
ney to the  
Islands.

many of the Princes Ships, and carrying out so late in the year, whereby both the winds and Seas had power and time throughly to search and examine them. Besides many times, there is no proportion of shot and powder allowed rateably by that quãtity of the great Ordnance, as was seen in the Sea-Battaile with the Spaniards in the yeare 88. when it so neerly concerned the defence and preservation of the Kingdome. So as then many of those great Guns wanting powder and shot, stood but as Cyphers and Scarcrowes, not unlike to the Easterling hulkes, who were wont to plant great red Port-holes in their broad sides, where they carryed no Ordnance at all.

Spaniards  
Armado  
in 88.

Easter-  
ling  
Hulkes.

*of*



*Of Calking and sheathing his  
Majesties Ships.*

**T**Here is a great error committed in the manner of Calking his Majesties Ships, which being done with rotten Ocum, is the cause they are Leaky, and the reason is this, for that they make their Ocum wherewith they Calke the seams of the Ships, of old seere and weather-beaten ropes, when they are overspent and growne so rotten, as they serve for no other use but to make rotten Ocum, which moulders and washes away with every Sea, as the Ships labour and are tossed, whereas indeed of all other things, the most speciall & best choice would be made of that

Great error committed in manner of Calking his Majesties ships with rotten Ocum.

stuffed to have it both new and good, for that sparing to employ old rotten Ropes, is a great defect either in the building of new Ships, or in the repairing of old, and is the cause why after every journey they must be new Calked. And therefore it were much to be wished, as a thing fit for his Majesties service, profitable for the Navy, and happy for those that shall serve in them, that the whole Navy throughout were all sheathed, as some of them are. The benefit and good whercof for Sea-service is manifold, and no lesse frugall for his Majesty in making his Ships as strong and lasting thereby, as they are otherwise good of layle. And then shall they never need (scarcely once in ten years) this new Calking and repayring

ing which now almost every  
yeare they have. And hereof  
let the censure be taken of the  
best Seamen of *England*, and  
they will not vary from this o-  
pinion.

Censure  
taken of  
the best  
Seamen  
of Eng-  
land.

### *Of Victualling.*

**A**S his Majesties due al-  
lowance for Victualling  
of ships is very large and ho-  
nourable, and would be great-  
ly to the incouragement and  
strengthening of the Marriners  
and Souldiers that serve in  
them, if it were faithfully di-  
stributed, the Sea-service (in-  
deed) being very miserable and  
painfull, So againe as it is abu-  
sed and purloyned, it is very  
scant and dishonourable to the  
great slander of the Navy, to  
the discouragement of all them

His Maje-  
sties al-  
lowance  
for victu-  
alling  
Ships ve-  
ry large  
and ho-  
nourable,

that are prest thereunto, and to the hinderance of his Majesties service. For that many times they goe with a great grudging to serve in his Majesties Ships, as if it were to be slaves in the Gallies. So much doe they stand in feare of penurie and hunger; The case being cleane contrary in all Merchants ships, and therefore the Purveyors and Victuallers are much to be condemned, as not a little faulty in that behalfe, who make no little profit of those polings which is cause very lamentable, that such as sit in ease at home, should so raise a benefit out of their hunger and thirst, that serve their Prince and Country painfully abroad, whereof there hath a long time been great complaining, but small reformation.

*of*

*Of Beere Caskes.*

**T**Here is also daily Great inconvenience by bad Caske used in his Majesties ships prooffe made, what great inconveniences growes by the bad Caske which is used in his Majesties ships being commonly so ill seasoned and Conditioned, as that a great part of the Beere is ever lost and cast away, or (if for necessity it be used; it breeds Infection, and Corrupts all those that drinke thereof. For the Victuallers for cheapnesse will buy stale Caskethat hath been used for Herring, Traine Oyle, Fish, and other such unfavory things, and thereinto fill the beere that is provided for the Kings Ships. Besides the Caske is commonly so ill hooped, as that there is wast

wast and leaking made of the fourth part of all the drinke were it never so good, which is a great expence to his Majesty, a hinderance of service, and a hazard of mens lives, when the provision failes so much and answers not the Accompt. The which might easily be redressed, if the Caske for his Majesties Shipping, were purposely hooped in such sort as Wine Caske is, or else hooped with Iron, which would ever serve and save that continuall provision of new Caske, which now falls out every voyage. But this course were more profitable for his Majesty then for his Officers, and therefore unpleasing to be spoken of, But yet such as serve in the Ships have good cause to wish the reformation thereof.

*of*

*Of the Cookroomes in his Ma-  
jesties Ships.*

**A**Nd whereas now the Cookroomes in all of his Majesties Ships are made below in hold in the waft, the inconveniences thereof are found many wayes by daily use and experience. For first it is a great spoile and annoyance to all the drinke and victualls which are bestowed in the hold, by the heat that comes from the Cookroome. Besides, it is very dangerous for fire, and very offensive with the smoake and unsavory smells which it sends from thence. Moreover it is a great weakening to a ship to have so much weight and charge at both the ends, and nothing in the Mid-Ship, which

The great Inconveniences of the Cook-rooms in all his Majesties Ships made below in hold in the waft.

Sea-  
phrase.

which causeth them to warpe, and ( in the Sea-phraſe; and with Marriners ) is tearmed Camberkeeld: whereas if the Cookroomes were made in the Forecaſtle (as very fitly they might be) all thoſe Inconveni- ences above ſpecified, would be avoyded, and then alſo would there be more roome for ſtow- age of victualls, or any other ne- ceſſary provisions, whereof there is now daily found great want. And the Commoditie of this new Cookroome the Merchants have found to be ſo great, as that in all their Ships (for the moſt part) the Cook- roomes are built in their Fore- Caſtles, contrary to that which hath been anciently uſed. In which change notwithstanding, they have found no incon- venience to their dreſſing of  
meat



meat in foule weather, but rather a great ease, howbeit their Ships goe as long voyages as any, and are for their burdens aswell mann'd. For if any stormes arise, or the Sea grow so high as that the Kettle cannot Boyle in the Forecastles, yet having with their Beere and Bisket, Butter and Cheese, and with their pickled Herrings, Oyle, Vineger and Onions, or with their red Herrings and dry Sprats, Oyle and Mustard, and other like provisions that needs no fire, these supply and varieties of victualls, will very sufficiently content and nourish men for a time, until the storme be over blowne that kept the Kettle from boyling.

*of*

*Of Mustering and pressing  
able Marriners.*

Musters  
and Pres-  
ses for  
sufficient  
marriners  
to serve  
in his Ma-  
jesties  
Ships the  
care there-  
in very  
little, or  
the bribe-  
ry very  
great.

**A**S concerning the Musters and Presses for sufficient Marriners to serve in his Majesties Ships, either the care therein is very little, or the bribery very great, so that of all other shipping, his Majesties are ever the worst manned, and at such times as the *Commissioners* Commissions come out for the pressing of Marriners, the Officers doe set out the most needy and unable men, and (for Considerations to themselves best knowne) doe discharge the better sort, a matter so commonly used, as that it is growne into a Proverbe amongst the Saylers, That the Mustermasters doe carry the  
best

best and ablest men in their Pockets, a Custome very evill and dangerous, where the service and use of men should come in tryall. For many of those poore Fishermen and Idlers, that are cōmonly presented to his Majesties Ships, are so ignorant in Sea-service, as that they know not the name of a Rope, and therefore insufficient for such labour. The which might easily bee redressed; if the Vice-Admirall of the Shire where men are mustered, and two Justices had directions given, to joyn with the Muster-masters for the pressing of the best men whom they well know, and would not suffer the service of their Prince and Country to be bought and sold, as a private Muster-master would doe. Besides, the Cap-  
tains

The Say-  
lers Pro-  
verbe.

tain themselves of the Ships, if they bee bare and needy (though pittie it were that men of such condition should have such charge committed unto them) wil oftentimes for Commodity Chop and change away their good men, and therefore it were fitly provided to bridle such odd Captains, that neither they themselves, nor any of their men, should receive his Majesties pay but by the pole, and according as they were set downe in the Officers books when they were delivered without changing of any names, except to supply such men as are wanting by death or sicknesse, upon good testimonie under the hands of the Master, the Boat swayne, the Master Gunner, the Purser and other Officers of the ship. For it neerly

ly concerns them to looke well thereunto, having daily use of them.

### *Of Arms and Munition.*

**I**T were a course very Comfortable, defensive and honourable, that there were for al his Majesties ships a proportion of Swords, Targets of proof, Moryons, and Curatts of prooffe, allowed and set downe for every ship according to his burthen, as a thing both Warlike, and used in the King of *Spains* ships, the want whereof as it is a great discouragement to men if they come to any neere fight or landing, so would the use thereof be a great annoyance and terrifying to the enemy. And herein should his Majesty need to be at no extraordinary

A proportion of Swords Targets of prooffe and the like allowed; and set downe for every Ship according to his burthen, &c.

ordinary expence : For the abating of the superfluous great pieces in every Ship, with their allowance for Powder, Match and Shot, would supply the cost of this provision in very ample manner.

*Of Captains to serve in his  
Majesties Ships.*

His Ma-  
jesties  
owne  
sworne  
Servants  
to be pre-  
ferred to  
the  
charge  
of his Ma-  
jesties  
Ships.

**A**T al such times as his Ma-  
jest. ships are imployed in  
service, it were very convenient  
that such Gentlemen as are his  
Majesties owne sworne ser-  
vants, should be preferred to the  
charge of his Majesties Ships,  
Choice being made of men of  
valour, and Capacitie; rather  
then to imploy other mens men,  
And that other of his Majesties  
servants should be dispersed  
privately in those services to  
gaine

gaine experience, and to make themselves able to take charge. By the which means his Majesty should ever have Gentlemen of good accompt his owne servants, Captains of his owne Ships, instead of pettie Companions and other mens servants, who are often imployed, being (indeed) a great indignity to his Majesty, to his shipping and to his owne Gentlemen. For that in times past, it hath been reputed a great grace to any man of the best sort, to have the Charge of the Princes ship committed unto him, and by this means there would ever be true report made unto the Pr. what proceedings are used in the service, which these meaner sort of Captains dare not doe, for feare of displeasing the Lords their Masters, by whom

they are preferred, or being of an inferiour quality, have no good access to the Presence of the Prince, whereby to have fit opportunity to make relation accordingly.

Objecti-  
On.

But now forasmuch as I doubt not, but that some contrary spirits may or will object this as a sufficient reason to infirme all those points that I have formerly spoken of, and say unto me, why should his Majesty and the State be troubled with this needlesse Charge of keeping and maintaining so great a Navy in such exquisite perfection, and readinesse? the times being now peaceable, and little use of Armes or Ships of Warre, either at home or abroad, but all safe and secure, as well by the uniting of the two Nations, as by



by the peace which we hold with *Spaine*, and all other Christian Princes. To this I answer, that this (indeed) may stand (at the first sight) for a prettie superficial argument to bleare our eyes, and lull us asleep in security, and make us negligent and carelesse of those causes from whence the effects of peace grows, and by the vertue whereof it must be maintained. But we must not flatter and deceive our selves, to thinke that this Calme and Concord proceeds either from a settled immutable tranquillity in the world (which is full of alterations and various humours) or from the good affections of our late enemies, who have tasted too many disgraces, repulses, and losses, by our forces and shipping, to wish our State so much

felicity as a happy and peaceable government, if otherwise they had power to hinder it. And therefore though the sword be put into the Sheath, we must not suffer it there to rust, or stick so fast, as that we shall not be able to draw it readily when need requires. For albeit our enemies have of late years sought peace with us, yet yet hath it proceeded out of the former tryall of our forces in times of war and Enmity. And therefore we may well say of them as *Anneus* ( *Pretor* of the Latines ) said of the Roman Ambassadors, who seemed curious and carefull to have the League maintained betweene them (which the Roman estate was not accustomed to seeke at their neighbours hands) and thereupon saith this *Anneus*,  
*unde*

*unde hæc illis tanta modestia nisi  
ex cognitione virium & nostrarum  
& suarum.* For with the  
like consideration and respect  
have our late enemies sought to  
renew the ancient friendship  
and peace with us. And well  
we may be assured, that if those  
powerfull means whereby we  
reduced them to that modesty  
and curtesie as to seeke us, were  
utterly laid aside and neglected,  
so as we could not againe upon  
occasion readily assume the use  
and benefit of them, as we have  
done, those proud mastering  
spirits, finding us at such advan-  
tage, would be more ready and  
willing to shake us by the ears  
as enemies, then to take us by  
the hands as friends. And there-  
fore far be it from our hearts to  
trust more to that friendship of  
strangers, that is but dissembled  
upon

upon policy and necessity, then to the strength of our owne forces, which hath been experienced with so happy successe. I confesse that peace is a great blessing of God, and blessed are the Peacemakers, and therefore doubtlesse blessed are those means whereby peace is gained and maintained. For well we know that God worketh all things here amongst us mediately by a secondary means, The which meanes of our defence and safety being shipping, and Sea-Forces, are to be esteemed as his gifts, and then only available and beneficiall, when he withall vouchsafeth his grace to use them aright.

**F I N I S.**

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